

I am opposed to the change of any rule, regulation or standard for the purpose of conforming to the ICAO standards. For example, the change to the weather reporting (METAR/TAF) has destroyed this medium for the majority of pilots, who like me, do not speak, nor want to learn french. The US acquiescence to the French pressures in that instance is nothing short of a disaster. Fortunately, there are other sources of weather information available today that has mitigated the impact of this misguided action. To the extent that these proposed changes are not being driven by ICAO standardization, I do not object to them. However, in each and every instance, I urge you to reexamine the proposed change to assure that they are not being made to conform to the ICAO standards. If the ICAO member countries really want uniformity, then they can easily adopt out methods. Keeping in mind that the vast majority of aviation activity occurs in the US, we should not allow ourselves to be whipped around by a minority. Especially when those same countries have screwed their systems up so that the affordable freedom of flight is all but gone, general aviation is dead or dying, bureaucracy, astronomical user fees, privatization of ATC, and oppressive restrictions prevail. That is not my vision of aviation in this country and adherence to the ICAO standards is a major step in that direction. While some ICAO standards are in fact harmless, e.g., the reclassification of airspace, (I really don't mind calling a TCA Class B airspace), we need to